

Simulations of continuous and discrete event turbulence

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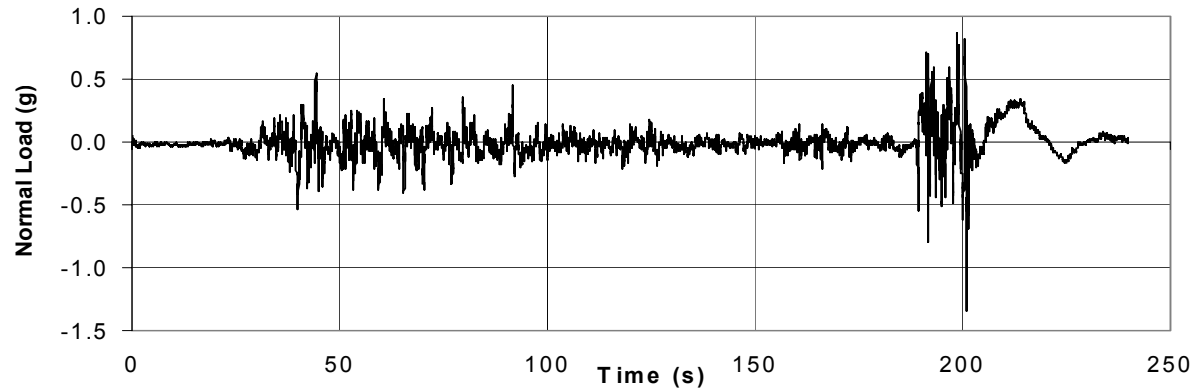
Boulder, CO

Second AvSP WxAP Annual Project Review

Cleveland, Ohio

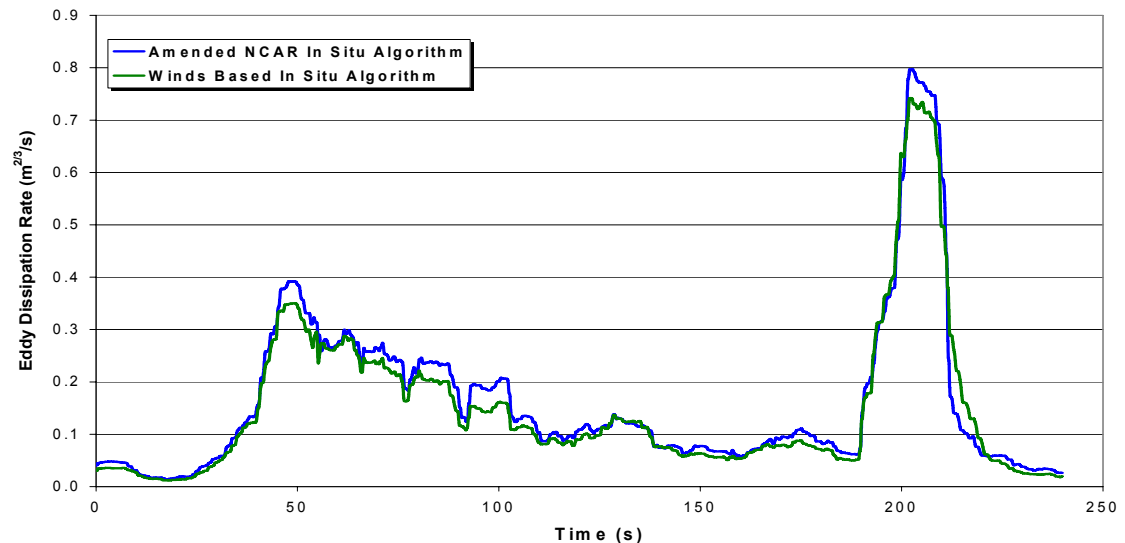
6 June 2001

Continuous vs. discrete turbulence



➡ Measured vertical acceleration from NASA flight test

Wind derived vs ✦ in-situ algorithm



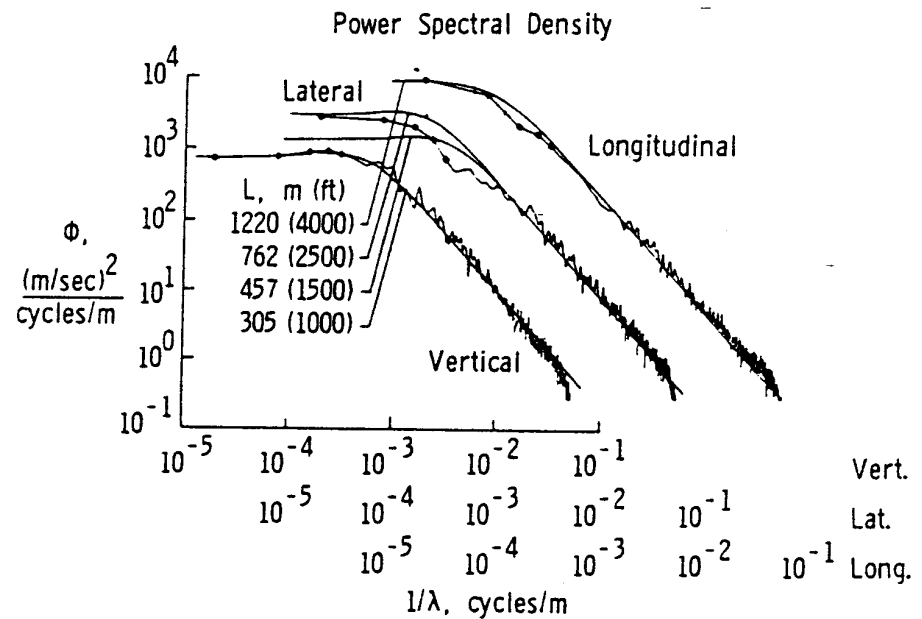
Continuous turbulence: Use of a von Karman representation

Advantages:

- Case studies show von Karman is a good representation
- Simple analytic formulation
- Only two parameters:
 - (correlation) length scale
 - intensity

Disadvantages:

- Larger scales may be misrepresented
- Computation that produces accurate spatial statistics is not so straightforward



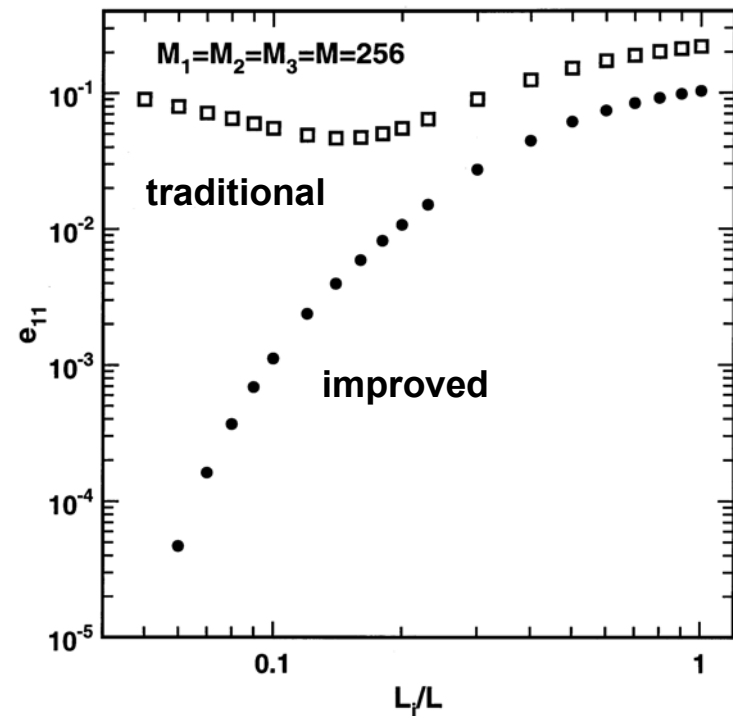
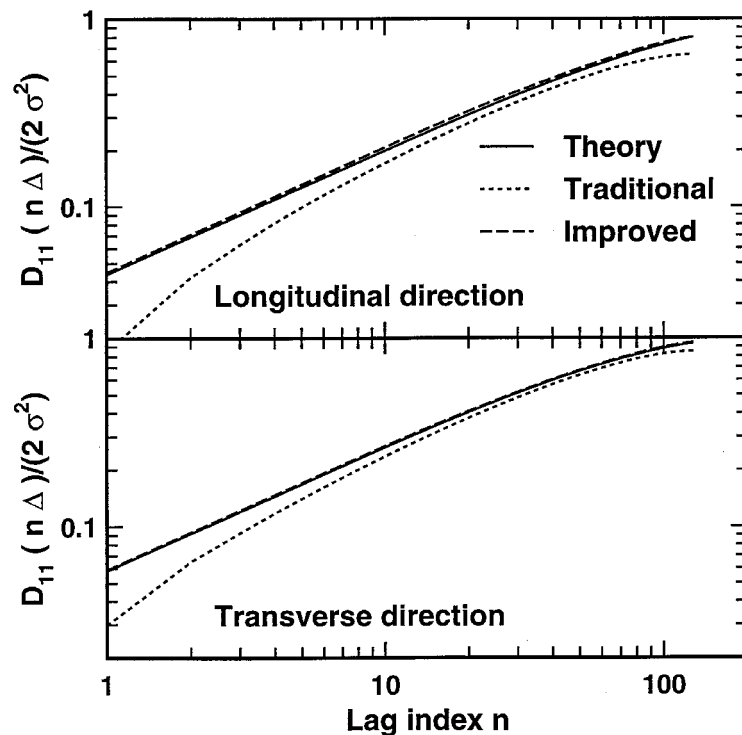
(b) Power spectral density.

Figure 5. Convective case.

From Murrow, "Measurements of Atmospheric Turbulence", NASA CP-2468, 1986

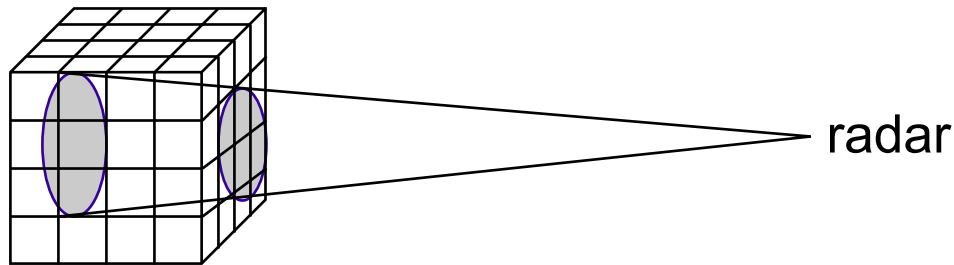
von Karman Turbulence Simulations

- Uses technique of Frehlich, Cornman, Sharman which minimizes errors in structure (correlation) functions



von Karman Turbulence Simulations: Applications to radar detection

- Using von Karman turbulence data with known statistics + radar simulation allows evaluation of radar turbulence estimation algorithms



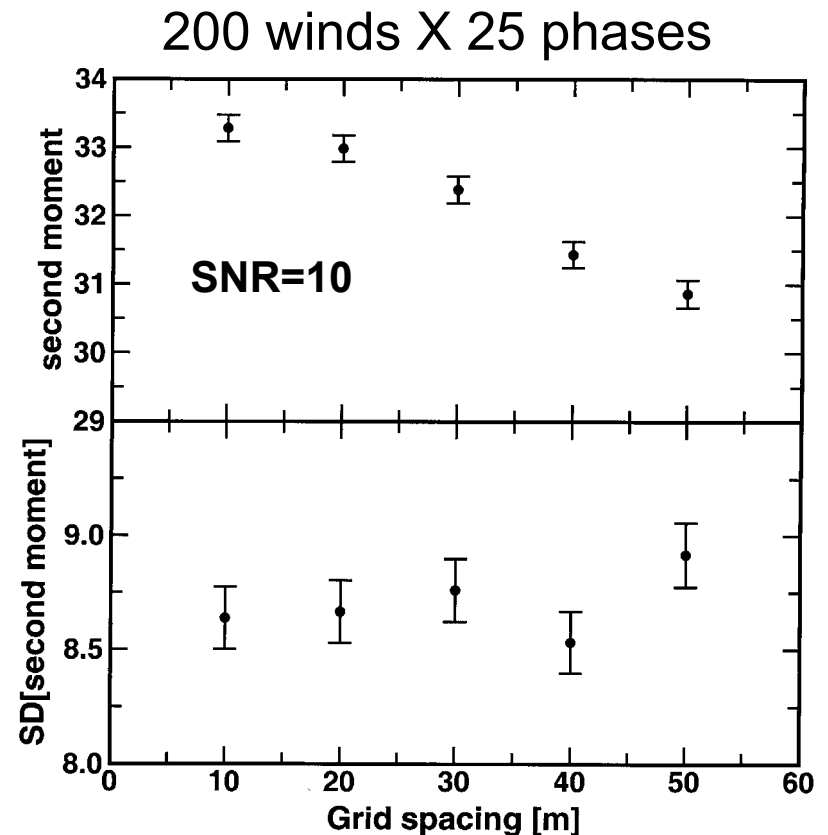
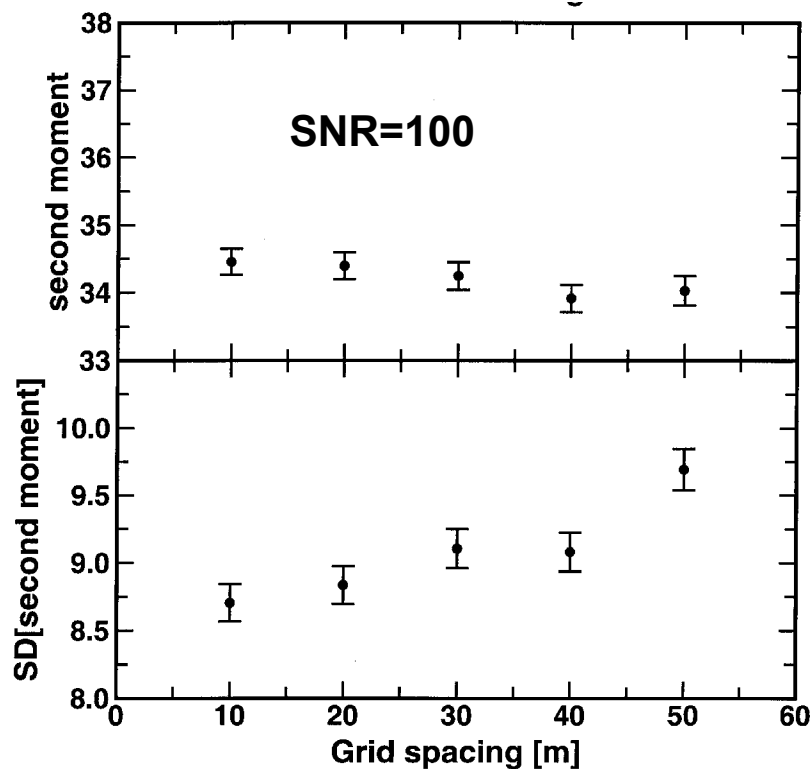
Von Karman
gridded 3d
fields of
velocity and
reflectivity



von Karman Turbulence Simulations: Applications to radar detection (cont.)

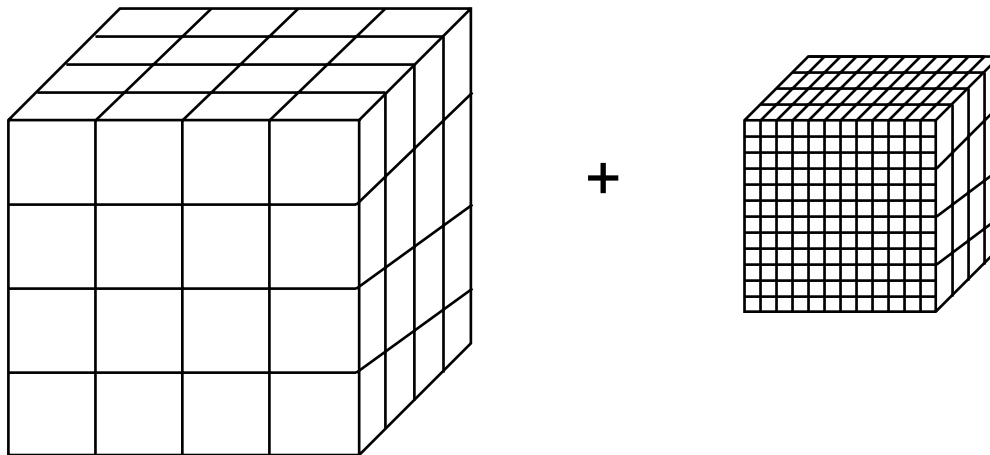
Q: What simulation grid resolutions are required?

A: It depends!

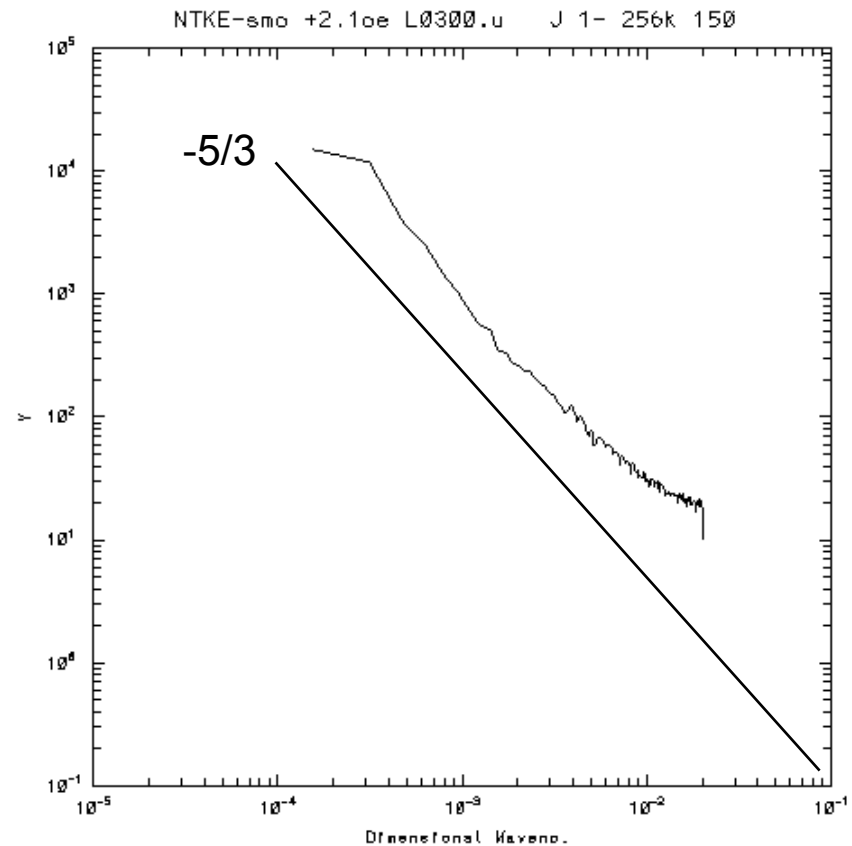
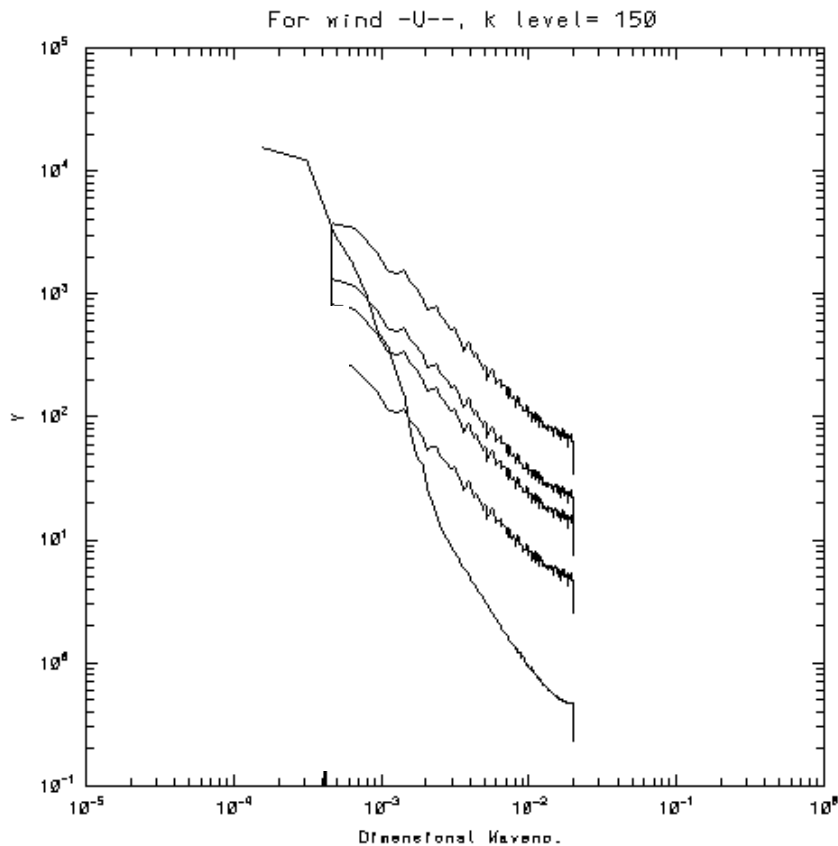


von Karman Turbulence Simulations: Applications to mesoscale cloud models

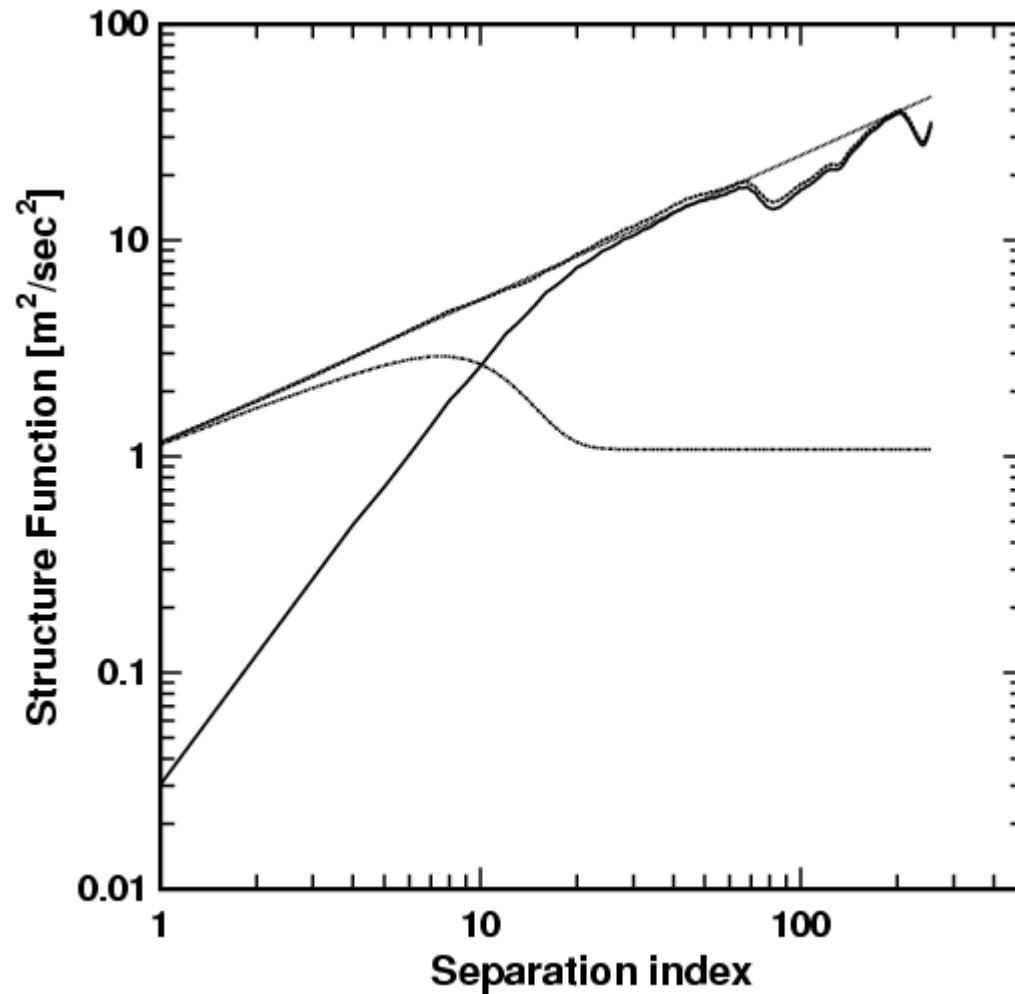
- Numerical simulations of clouds are good at resolving larger scales but smaller scales are misrepresented
- But von Karman is a good representation of smaller scales
- So add the two, modulating the von Karman intensities by the large scale resolved motion



Numerical simulations + von Karman subgrid. Merged spectrum

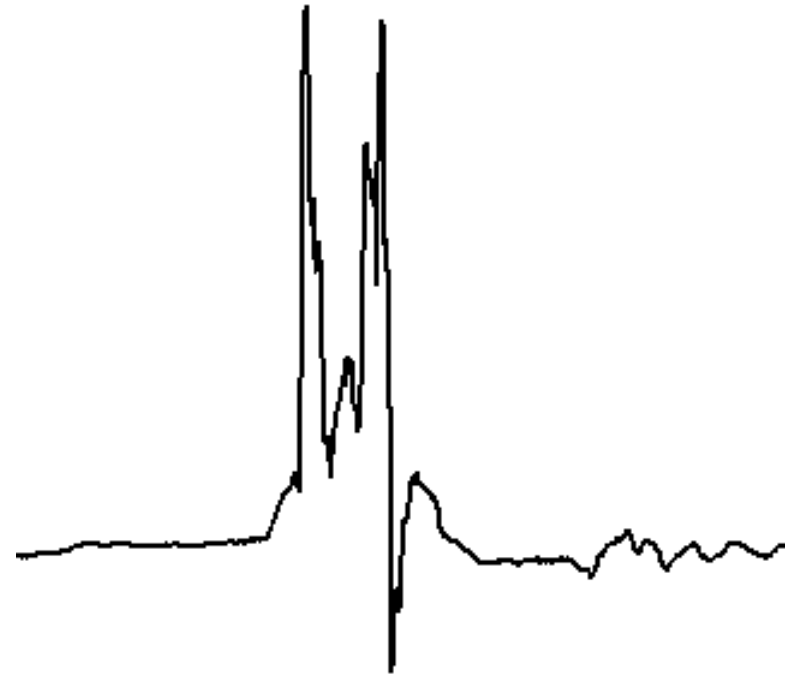


Numerical simulations + von Karman subgrid. Structure function fit and merger



Discrete event simulation

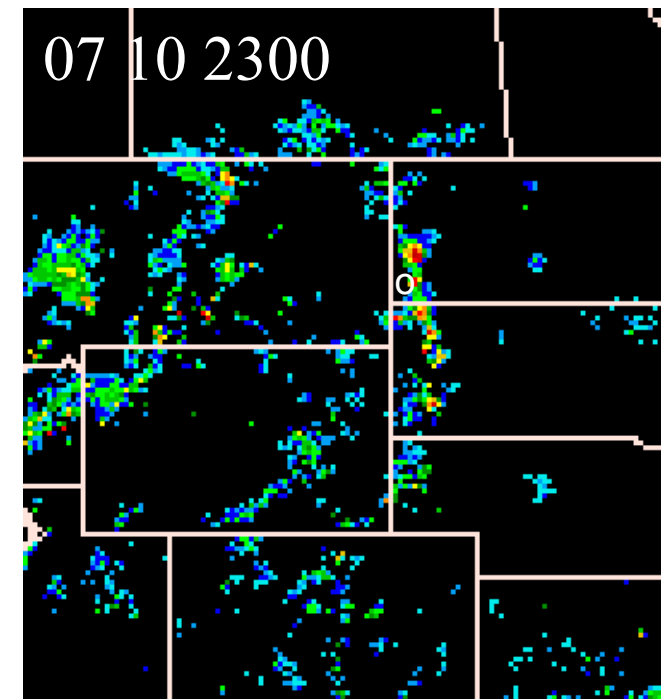
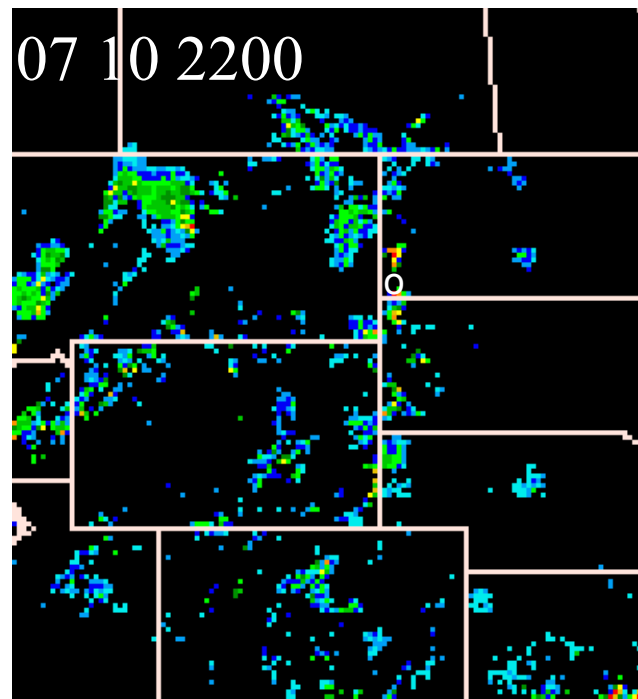
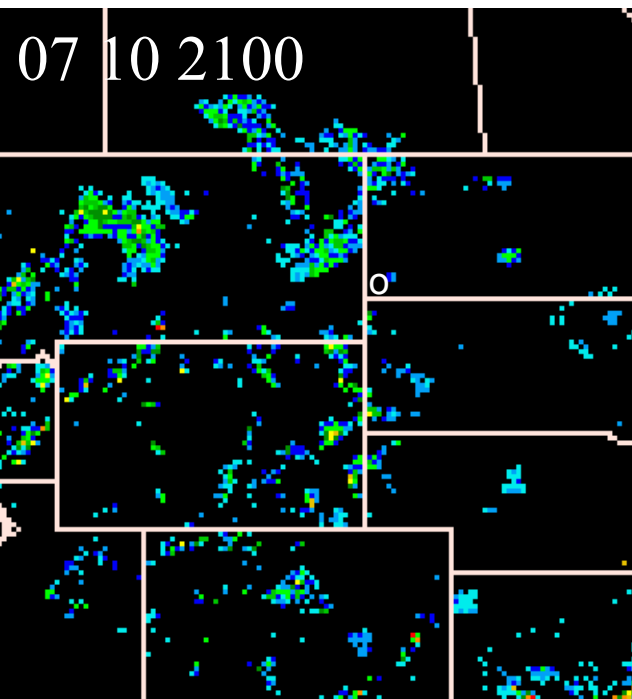
- American Airlines 757 encountered severe clear-air turbulence at 37,000 ft enroute SEA-JFK 10 July 1997 2141 Z near Dickinson ND
- 12 sec, $-.75 - + 2.01$ g's
- 22 injuries, flight diverted to DEN
- No sigmet in area



Vertical velocity trace from FDR

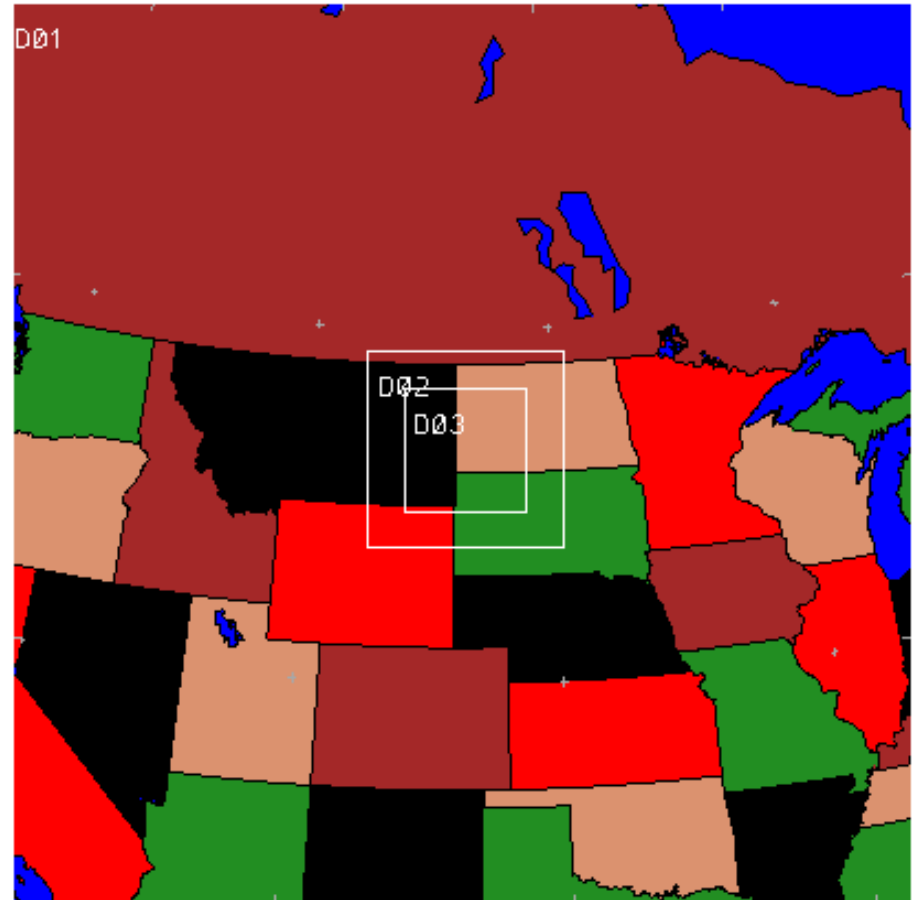


Discrete event simulation (cont) - radar mosaic

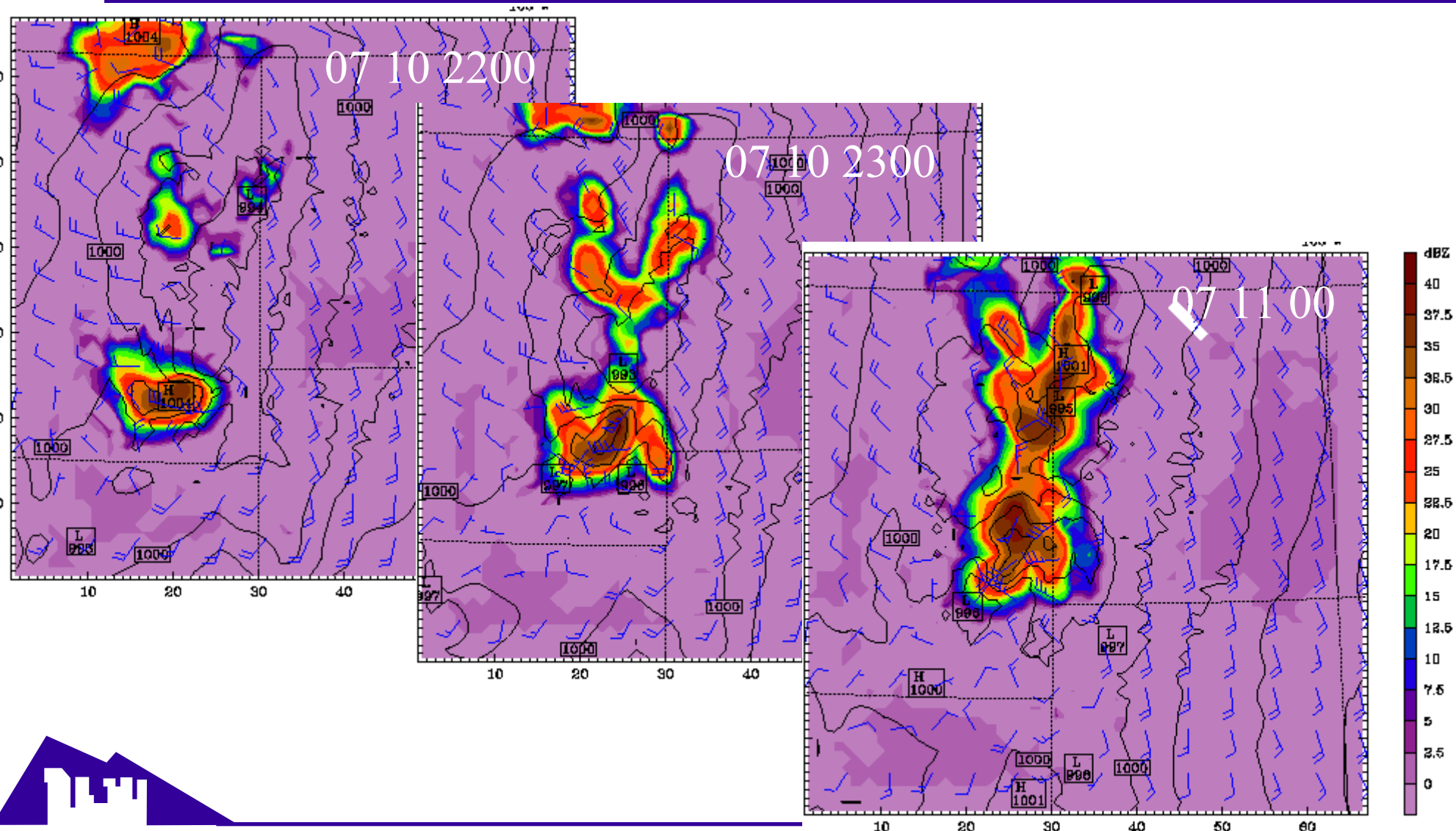


Dickinson,ND discrete event simulation

- **3 step procedure**
 - MM5 simulation
 - triply nested grid (27,9,3 km)
 - 35 vertical levels
 - Clark-Hall cloud model
 - nested grids, highest resolution 50 m
 - Add subgrid von Karman

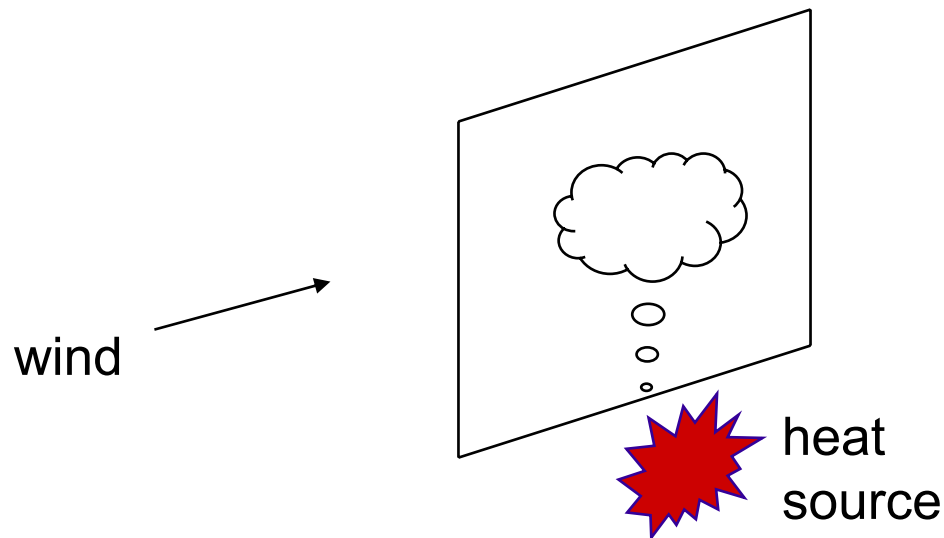


Dickinson, ND discrete event simulation - MM5 results

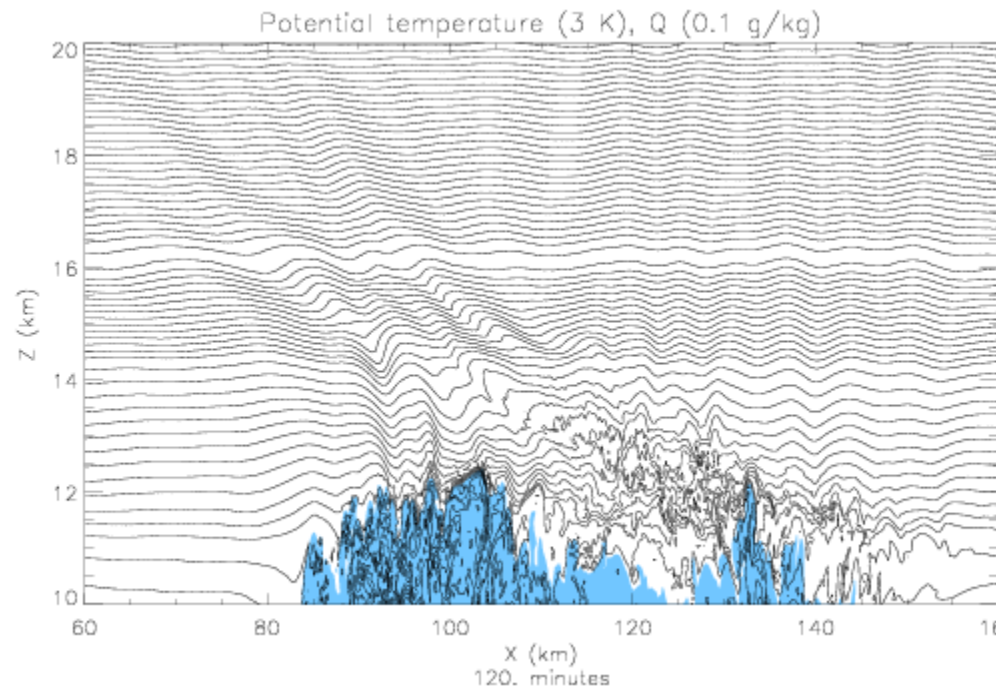
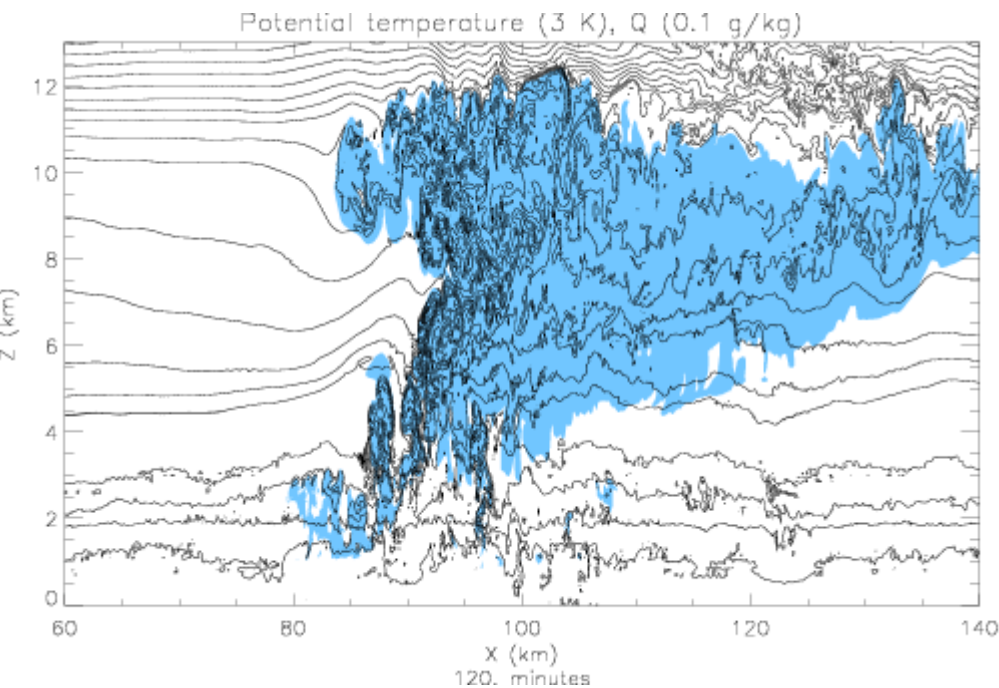


Dickinson, ND discrete event simulation - 2d high resolution simulations

- 2d simulations aligned with flow
- High resolution (16m) Clark-Hall cloud model
- Clouds forced by heated surface
- Initialized with Bismarck, ND 0Z sounding



Dickinson, ND discrete event simulation - 2d high resolution simulations: results



Dickinson, ND discrete event simulation - 2d high resolution simulations: results

